

In the Claims:

Please substitute the following for pending Claim 1:

1. A dual pumping element fluid pump system comprising:
  - a primary pump element having an intake port that receives fluid from a fluid supply and a discharge port;
  - a secondary pump element having an intake port that receives fluid from a fluid supply and a discharge port;
  - a fluid flow control valve that is in fluid communication with said primary pump element and said secondary pump element, said flow control valve having a valve member that is movable between a normally open position and a closed position;
  - a recirculation passageway that connects said secondary pump element discharge port with said secondary pump element intake port;
  - a leak back mechanism allowing fluid to flow around or through said valve member to said recirculation circuit when said valve is in said closed or substantially closed position to prevent cavitation or overheating of said secondary pump element;
  - wherein when said system is operating at low speeds, said fluid control valve is in said normally open position and said system is provided with fluid from said primary pump element discharge port and said secondary pump element discharge port; and
  - wherein when said system is operating at high speeds said fluid flow control valve is moved to said closed position directing said fluid from said secondary pump element discharge port through said recirculation passageway to said secondary pump element intake port.

Kindly add the following additional claims:

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23. A dual pumping element fluid pump system, comprising:
    - a primary pump element having an intake port that receives fluid from a fluid supply and a discharge port that provides fluid to a load;
    - a secondary pump element having an intake port that receives fluid from a fluid supply and a discharge port;
    - a fluid flow control valve that is in fluid communication with said primary pump element and said secondary pump element, said fluid flow control valve having a valve member that is moveable within a valve housing between an open position and a closed

position, said leak back mechanism including an opening formed between said second plunger portion and said valve housing;

said fluid control valve member having a plurality of plunger portions that direct the flow of fluid to and from said secondary pump element;

a leak back mechanism formed in or around said fluid flow control valve to allow fluid to flow to said secondary pump element when said valve member is in or near said closed position, said leak back mechanism, including an opening formed between said second plunger and said valve assembly;

wherein when said system is operating at low speeds, said valve member is in said open position and said load is provided with fluid from said primary pump element discharge port and said secondary pump element port; and

wherein when said system is operating at high speeds said valve member is moved to said closed position with a first plunger portion blocking communication between the secondary pump's intake port and said fluid supply and a second plunger portion blocking a passage in said valve body preventing fluid from flowing from said secondary pump element discharge port to said load and directing said fluid through a recirculation passageway from said secondary pump element discharge port to said secondary pump element intake port.

24. A method of pumping fluid to an engine, comprising:

providing a primary pump element with an intake port and a discharge port;

providing a secondary pump element with an intake port and a discharge port;

providing a flow control valve that is movable between a normally open position and a closed position in a valve housing;

providing a plurality of plunger portions with a first plunger portion of said flow control valve blocking fluid flow from said fluid supply to said secondary pump element inlet port;

discharging fluid to the engine through said primary pump element discharge port and said secondary pump element discharge port when the pressure in the engine is below a predetermined threshold;

moving said flow control valve to a partially closed position when the pressure in the engine reaches said predetermined threshold;